

INAC OFFICIALS



Seated, left to right: Donald T. Lindsey, Ralph McGinnis, James H. Monger, Don Duvall. Standing: Hugh R. Kelleher, Jack Daniels, Floyd Cressman, S. M. Barton, C. A. L. Morberg, Al Holzapfel.

Absent: Vern Chapman, Les Marchant, Robert Pincott, Gordon Paulson, J. B. Lloyd, Clyde Owen, Marvin Stevenson, Ron Connelly.



MONTANA AERONAUTICS COMMISSION

Volume 22 — No. 6

Sept. 1971

HELENA HOSTS SUCCESSFUL INAC CONVENTION

The International Northwest Aviation Council conducted its 35th Annual Convention September 9, 10, and 11, 1971, at the new Colonial Motor Hotel in Helena.

Convention Chairman Hugh R. Kelleher assembled a program of interesting and informative speakers, panels, and events for the over 125 persons attending from 12 states and 4 Canadian Provinces.

President Ralph McGinnis, Salem, Oregon, presided at the Saturday business meeting. He will continue as president for the coming year.

The other 1972 officers are: Vern Chapman, Winnipeg, Manitoba, Canadian Vice President; Donald T. Lindsey, Seattle, Washington, Secretary-Treasurer; Floyd Cressman, Spokane, Washington, U. S. Vice President; James H. Monger, Belgrade, Montana, Past President.

Directors for 1972 are: Les Marchant, Alberta; Robert A. Pincott, British Columbia; Gordon Paulson, Colorado; S. M. Barton, Idaho; C. A. L. Morberg, Manitoba; Hugh R. Kelleher, Montana; Jack Daniels, North Dakota; Al Holzapfel, Oregon; J. B. Lloyd, Saskatchewan; Clyde Owen, Washington; Marvin Stevenson, Wyo-

ming; Ron Connelly, Yukon-NW Territories.

Thursday — A golf tournament hosted by the Consulting Engineers of Helena was won by Bill Ewasick of Bozeman and Mrs. Don Shay of Seattle. The meeting of the Northwest Chapter of American Association of Airport Executives was held in the afternoon with President Pete Hill presiding. A Presidential Reception and Get Acquainted hour was enjoyed in the evening.

Friday — The convention was officially opened at 9:00 with Chairman Kelleher presiding. A welcome to the Capital City was extended by Helena Mayor Dave Lewis, and Kermit Mueller, President of the Helena Chamber of Commerce. Keynote speaker, Lt. Governor Thomas Judge, spoke on Montana aviation and aviation projects; state government reorganization and its effects on the Montana Aeronautics Commission; and air carrier service in the West.

At the First General Session, the panel on "Industrial Parks and Air Freight on Airports" included Chairman George C. Petrie, Everett, Washington; Clyde Owens, Moses Lake, Washington; Dennis Heffering, Vancouver, B. C.; and Don Duvall, Boise, Idaho.

Donald Shay, Director of Aviation, Seattle-Tacoma International Airport,

spoke on "Terminal Building Design Concepts (Linear vs. Satellite Type)".

Lloyd C. Rixe, President of TAP, Inc., Bozeman, gave a talk on "The New Approach in Master Planning".

At the Friday luncheon, Master of Ceremonies Pete Hill of Idaho Falls, introduced George Bean, President of American Association of Airport Executives and Manager of Tampa International Airport. He presented an address titled, "Who Is Running the Store?"



Left to right at Friday banquet: Charles L. Strickler, Max Ward, Lucile Wright, James Monger.

Chris Walk, Seattle Regional Director, FAA, was Chairman of the panel which opened the second General Session. Members were: M. M. Martin, Denver Regional Director, FAA; Robert O. Brown, Seattle, FAA; Max H. Bard, Denver, FAA. The panel

(Continued on Page 3)

Official Monthly Publication
City/County Airport
of the

MONTANA AERONAUTICS COMMISSION

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Helena, Montana 59601

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MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at

Helena, Montana 59601

Subscription \$30 per year.

Edited by: R. Bowsher



FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	Sept.	Oct.	Nov.	Dec.
Bozeman		14		
Butte	16	6		
Culbertson		6		8
Glasgow	8		3	
Glendive	23		18	
Great Falls	9	7	4	2
Hayre				
Lewistown		20		22
Miles City	22		17	
Missoula	23	21	18	16
Sidney		7		9

NOTE: Provisions have been made to give private, commercial and flight examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations.

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

Great Falls

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month ON AN APPOINTMENT BASIS ONLY!

Shoulder harnesses increase the survivability of aircraft crashes, according to FAA researchers. FAA also suggests that aircraft instrument panels be redesigned to lessen serious injuries.

Director's Column



This Newsletter has two important functions. The first is to inform the people directly interested in Montana aviation about what is going on in the industry within our own state and the second is to inform to some extent the public, particularly the public officials, of the need and desirability of supporting aviation in their communities. It is not intended as a substitute for the news media which is the only effective way of informing the public of what is going on, but rather to bridge the gap between the information that is of particular interest to the people directly concerned with aviation and the general information desired and wanted by the public.

As we have said over and over again in this paper and in talks we have given around the state, one of the great problems facing aviation today is financing airport construction, remodeling and extensions, as well as navigational aids. There are many places that need these facilities but the money is just not available. At the National Association of State Aviation Officials meeting at Mackinac Island in Michigan this month there was agreed that the states would have to do something to come up with matching funds to assist the local communities to obtain these much needed facilities. Some sort of grant from the trust fund should be made to the community so that they do not have to raise 50% on the present matching basis formula. There are few airports around the state that do not need some work and there are certainly many navigational facilities needed. It is our present objective to change the 50/50 matching requirement to

something more realistic. Even 25/75 is acceptable, but I think that more practical is the present highway formula of 10% furnished by the state or sponsor, and 90% from the trust fund. I am presently working with the Western State Directors of Aeronautics to see if this can be brought about and brought about soon.



HUGHES NEW QUALITY CONTROL OFFICER

Jack Hughes was recently appointed the Quality Control Officer for the Weather Service Forecast Office in Great Falls. Hughes was transferred from the Dodge City, Kansas Weather Service Office, where for eight years he served as principal assistant to the Meteorologist In Charge.

Among his many duties as a direct representative of the Meteorologist In Charge at the Great Falls Office, Hughes will consult with other weather officials, the Federal Aviation Administration, and other Supervisory personnel; administer pilot weather briefer courses for the FAA and the Weather Service; insure prompt reporting of weather connected or associated air accidents and serve as Weather Service Liaison at accident investigation hearings.

Hughes attended Kansas State University and took graduate courses at Penn State and Oregon State. He has a commercial pilots license with a single and multi-engine rating.

ALWAYS FILE A FLIGHT PLAN

(Continued from Page 1)
dealt with "Airport Certification and ADAP Program"

The afternoon speaker was Ed Nurse, President of Foundation & Materials Consultants, Helena, who spoke on "Evaluation of Airfield Pavement for Strength". The session concluded with the panel on "Airport Development Trends". The panel consisted of D. J. Dewar, Regional Director, MOT, Canada, Chairman; Herb Taylor, Edmonton, MOT; D. F. McRae, Vancouver, MOT; and H. P. Burden, Edmonton, MOT.

At the evening banquet, INAC Past President James Monger served as Master of Ceremonies. Lucile Wright presented the Billie Mitchell Award to Max Ward of Edmonton. Principal speaker and honored guest was Charles L. Strickler, Vice President of American Airlines, who spoke on "Airline Mergers and how they can benefit you".

Saturday — At the Third General Session, Vern W. Chapman, Winnipeg, was Chairman of the panel on "Airport and Aircraft Insurance". Members were Roland T. Abell, Cali-



Airport Development Trends panel, left to right: H. P. Burden, Herb Taylor, D. J. Dewar, D. F. McRae.



General Aviation panel, left to right: Jack Daniels, Jeff Morrison, Gene Mendel.



Duane Jackson, left, with speaker Dr. R. Wayne Pace.



FAA panel, left to right: Robert O. Brown, M. M. Martin, Chris Walk, Max H. Bard.



Luncheon speaker, George Bean, on the left, with Pete Hill.



Airport and Aircraft Insurance panel, left to right: John Gladstone, Vern Chapman, Roland T. Abell.

fornia, and John Gladstone, Edmonton.

Lucian S. Rochte, Engineering Department, McDonald-Douglas Aircraft Co., Long Beach, California, spoke on the McDonald-Douglas STOL program.

The General Aviation Panel had Jeff Morrison, Helena, presiding. Members were Gene Mendel, Great Falls, and Jack Daniels, North Dakota.

Dennis Heffering was Master of Ceremonies at the luncheon. The speaker was Paul J. Rodgers, Sr., Vice President of Ozark Air Lines, St. Louis, Missouri. He gave a talk entitled, "Fasten Your Seat Belts".

In the afternoon, Jack Cook, Manager, Airline Division of Beechcraft Corp., Wichita, Kansas, spoke about "The Role of the Small Airplane in Scheduled Air Transportation".

Dr. R. Wayne Pace, Chairman, Department of Speech and Communications at the University of Montana, Missoula, spoke on "Why Can't People Get Things Straight?".

Vern Chapman was Master of Ceremonies at the evening banquet held at Frontier Town.

AVIATION EDUCATION HIGHLIGHTS



By **DUANE JACKSON**

Aviation Education Supervisor

The following article from the Whittier Elementary School in Bozeman was submitted by Robert Kaufman, Principal. The article and the student essay by Lisa Martel illustrate an active school aviation experience with healthy support by local pilots.

AVIATION IN MONTANA

A pilot program that taught the theory of flight and the operation of an airplane was just completed by Mrs. Schanders' 4th grade class. The course also stressed the extensive use of the airplane in the commerce of Montana.

Students were encouraged to construct their own inexpensive model airplanes. All of the students were able to build some type of airplane. The models, along with other examples of their work, were on display in the school hallway.

The purpose of this course was to introduce young students to the varied use of the airplane in Montana. Students developed a notebook containing their research in the theory of flight as well as pictures and other interesting information.

Mr. Al Newby of Flight Line Inc. was the host for a class field trip to Gallatin Field. Mr. Newby took students on a tour of the field's facilities which included a visit to the maintenance shop where an airplane was being re-constructed. Mr. Newby also made arrangements for the class to visit the control tower and weather station.

As a final project for the unit, students wrote essays on **Aviation in Montana**. Much of the information used in these essays was gathered from a slide talk given by Mr. Charles Bowman, M.S.U. sponsor for



FLIGHT WINNERS: Jim Marchwick, Janet Lacey, Karalee Rybolt and Lisa Martel in front of the Cessna Skywagon used for their flight around the valley.

the Flying Bobcats. The essays were judged by Dr. George Shroyer, head of the M.S.U. Physical Education Department. Winners were given a flight around Gallatin Valley through the courtesy of Flight Line, Inc. Mr. Dick Rundell was the pilot for this flight.

AVIATION IN MONTANA

A winning essay on Montana aviation by Lisa Martel.

Aviation is an important industry in Montana. Montana is a big state but the roads across it are poor, so men use airplanes to do the things that have to be done fast. When airplanes are used for ambulance, fires, or deliveries, if they can get there in time it could save lives, beautiful land, and money.

Helicopters are usually used in searches because they can fly lower to see and they can land on a fairly flat space.

Ranches in Montana either own or borrow an airplane to use for checking their land. They can go across the land very quickly checking for damaged fences and missing livestock. On farms in the spring and summer, airplanes are used for spraying crops.

Since the roads are poor, many people travel by airplane; it saves time and there aren't many buses or trains north and south.

These are all reasons why aviation in Montana is an important industry.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Forman, Anthony—Manhattan

PRIVATE

Kolka, Donald A.—Volberg
Husted, Robert P.—Miles City
Newton, Carl C.—Billings
Beecher, Donald G.—Cohagen
Dick, Jim D.—Frazier
Meyers, Richard H.—Billings
Elshire, Martin L.—Billings
Hucke, Douglas C.—Billings
Breitbach, William J.—Circle
Archibald, Michael Ray—Kalispell
Nerlin, Dale Thomas—Bozeman
Blaskovich, Michael Stanley—
Anaconda
Hodgson, Leonard Les—Missoula
Morgan, Donna Jean—Deer Lodge
Green, Davis S.—Great Falls

COMMERCIAL

Archibald, Michael Ray—Kalispell
Clark, Dale David—Havre
Drawdy, Roland Ancil—Conrad
Manion, Michael Gerald—Kalispell
Smerker, Ray Tandy—Dillon

Williams, Ellis C.—Missoula
Johnson, Austin Lee—Havre
VanLuchene, Richard A.—Billings

ATR

Miller Neil F.—Aurora, Colorado

MULTI-ENGINE

Linton, Larry L.—Billings
Moilanen, Daniel Alfred—Butte
Price, Brian James—Kalispell

SINGLE-ENGINE SEAPLANE

Birky, Gene Frederick—Kalispell

SINGLE-ENGINE LAND

Mazet, Robert III—Santa Monica, Cal.

INSTRUMENT

Moran, Chester F.—Columbus
Lynch, Wesley Warren—Kalispell
Muller, Robert Frederick—Kalispell
Gerlach, Frederick Leon—Missoula
Gregson, Roger D.—Lewistown

FLIGHT INSTRUCTOR

Larson, Marvin R.—Chateau
Warren, Conrad Kohrs II—Missoula
Burns, Robert Dennis—Great Falls
Parkinson, Thomas Huffman—
Great Falls

FLIGHT INSTRUCTOR INSTRUMENT

Christensen, Robert Wayne, Jr.—
Great Falls

BASIC GROUND INSTRUCTOR

Darkenwald, Daniel A.—Billings

SENIOR PARACHUTE RIGGER

Litton, Ronald Warren—Billings
Foland, Jon Fredric—Missoula

MASTER PARACHUTE RIGGER

Pittman, Phillip Jordan—Missoula
Eisenman, Larry Kay—Missoula

AIRFRAME MECHANIC

Dashnea, Lynes D.—Missoula
Buzalsky, Paul Roland—Billings

RADIO REPAIRMAN

Clark, Kenneth A.—Grass Range
Elshire, Martin L.—Billings

STATION CLOSURE

The FAA plans to close the Mullan Pass Flight Service Station in November.

Any views you have regarding such a closure should be sent to your Congressional Delegation and the FAA.



The new Weather Service Forecast Office at 5010 9th Ave. South, Great Falls.



Some of the facilities at the new Forecast Office.

GREAT FALLS WEATHER STATION MOVES TO NEW HEADQUARTERS

Hazen H. Bedke, Regional Director of the National Weather Service Western Region announced August 2, 1971, that the Weather Service Forecast Office in Great Falls had completed its move to new quarters at 5010 Ninth Avenue South, Great Falls.

At the dedication ceremony held on August 6, remarks were given by Mayor John J. McLaughlin; Mr. Bedke, and John W. Hamilton, the Meteorologist In Charge at the Great Falls Station.

The Forecast Office had previously been located on the second floor of

the Terminal Building, Great Falls International Airport. Surface and upper-air observations of the National Weather Service will still be made at the Airport, but all of the weather forecasts and warnings will be issued from the new location.

Great Falls is responsible for the basic general, public and aviation forecasts for Montana and Northern Idaho. The office also issues zone forecasts, weather warnings of all types, extended outlooks to five days, and special forecasts for travelers, shippers, agricultural and livestock interests.

The staff of 30 Meteorologists, Weather Service Specialists, Weather Observers, and Electronic Technicians is headed by John W. Hamilton

FAA INSPECTORS CORNER



By **GEORGE B. BATCHELDER, JR.**
Accident Prevention Specialist
GADO No. 1, Billings

"Professional Student Pilots"

A nation wide problem has presented itself in the past year that calls for both concern and action by the General Aviation community. The State of Montana is no exception and it seems appropriate that the problem be discussed openly and frankly in order that some effective action be taken to deal with this problem of safety. The problem is high-time or "professional" student pilots.

When a student pilot begins to number his hours in the hundreds, has acquired an airplane of his own, and no longer has any connection with a flight instructor, a very serious set of conditions generally begins to occur. First, this student pilot no longer considers himself a student. He has mastered his own aircraft, so he thinks; he has flown considerable cross-country, with or without instructor endorsement; and, he has convinced himself that he is every bit as good as pilots holding licenses, many of whom do not even own an airplane.

The fallacy of this thinking is that these individuals are most often discovered as the result of an accident or he finds himself in serious trouble requiring a flight assist and the facts come to light showing illegal carrying of passengers. A doctor does not treat himself nor does a lawyer defend himself and neither should a student pilot instruct himself.

It is an odd fact that the flying friends of such students will almost never advise the FAA or any safety group of the activities of known violators. After the student has become a statistic many volunteers come forward with statements such as, "I tried to talk him into getting his private" or, "It was only a matter of

time." This attitude is of little help to the passengers of the student or his family or indeed the entire aviation community.

There are really only two ways for a student pilot to go: Progress up to a private pilot or give up flying altogether. The public needs to be informed that it is highly unsafe to fly with this local "ace" and that as a student he is only learning to fly. Student pilots themselves know they are limited to 90 days of operation without re-certification by their instructor and that cross-country must be endorsed after a thorough check by a flight instructor.

Probably the best indicator of all considerations is the fact that insurance companies charge according to experience when covering flying activities of any individual owner. It has been well established that all flyers need refresher and periodic evaluation of their skills. When the minimum skill level has not been reached the student has little to measure his ability by.

If you know a professional student, do him a favor and convince him he should get his private license. If he needs help it is available through a flight instructor and the local General Aviation District Office.

MONTANA LEAGUE OF CITIES AND TOWNS CONVENTION HELD IN GLENDIVE



Governor Anderson met by Mr. Hunt at the Glendive Airport.

The 40th annual convention of the Montana League of Cities and Towns was held at the Jordan Motor Inn in

Glendive, August 12-14, 1971. Present at the Thursday, Friday and Saturday roll calls were delegates from 32, 36, and 39 cities and towns.



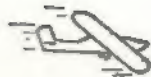
MAC Director Hunt conferring with Congressman Melcher.

Officers elected for next year were: President, Lawrence Bjorneby, Mayor of Kalispell; 1st Vice President, John West, Mayor of Hamilton; 2nd Vice President, Robert Conitz, Alderman of Havre; 3rd Vice President, Jim Christianson, Mayor of Glasgow; Secretary-Treasurer, John Ross, City Attorney of Bridger.

Included in the list of guest speakers were Governor Forrest H. Anderson, and Congressman John Melcher from the Eastern District. Governor Anderson spoke on the implementation of the new statewide budgeting and accounting system, taking advantage of federal assistance and the quality economic development necessary to operate good government.

Congressman Melcher expressed his views on revenue sharing and how it fits in with current problems of cities and towns; the need to increase the water and sewage grant for Montana communities; and his plans to encourage a revenue plan for Montana, particularly in education, law enforcement, and welfare.

Among the many state and federal officials who attended the convention was Montana Aeronautics Commission Director William E. Hunt. Mr. Hunt was at the convention to confer with the delegates who had questions or problems regarding the air facilities at their respective municipalities.



CALENDAR

October 1-3, Sun Valley, Idaho—
National Pilots Association Fall Holiday Fly-In Convention.

October 3-8, Las Vegas, Nevada—
AOPA 1971 Plantation Party and Industry Exhibit.

October 8, 9, 10, Pittsfield, Massachusetts—Third Annual New England Air Derby, featuring NPA-Proficiency Race, Pittsfield Municipal Airport. For more information, contact: New England Air Derby, Box 180, Bedford, Massachusetts 01730.

October 9, Galloway Gardens—1971 "Rebel 600" NPA Proficiency Race. For information, contact: Jerry G. Gardiner, 3272 Peachtree Road, N.E., Atlanta, Georgia 30305.

November 12-14, Walt Disney World, Orlando, Florida—NPA Holiday Fly-In Weekend. Special reduced-rate accommodations, admission books and tickets offered exclusively to NPA Fly-In Guests. Contact: NPA, 806 15th Street, N.W., Washington, D.C. 20005.

NOTE—TO CALENDAR CONTRIBUTORS—The Newsletter goes to the printers in the middle of the month, and is mailed out within a week. We would appreciate it if you could send your announcements in by the last week of the preceding month if you desire to have them appear in the following month's newsletter.



TOWER

OPERATIONS

JULY, 1971

	Total Operations	Instrument Operations
Great Falls	10,635	1,544
Missoula	8,002	498
Billings	10,330	1,827
Helena	4,953	445

AUGUST, 1971

Great Falls	9,676	1,581
Missoula	8,617	458
Billings	9,066	1,802
Helena	5,039	458

AIRPORT NOTES



By **WORTHIE M. RAUSCHER**
Deputy Director

Billings—Logan Field at Billings must be establishing some kind of a record for the number of major construction projects underway at one time. Robert Scarborough, airport manager, has informed us that the following construction projects are underway: The terminal extension construction is progressing on schedule. The overlay and stabilization of runway 9-27 contract has been awarded to William Collins and Sons Construction Company of Fargo, North Dakota—contract price \$520,000. A contract for the installation of phase one of the airport security fence has been awarded to Kober Construction of Billings, Montana. They are asking a contract price of \$23,500. The contract for widening taxiway B at the Logan Field Terminal Building has been awarded to Empire Sand and Gravel Company of Billings in the amount of \$99,970.70.

The Federal Aviation Administration recently selected a site on Logan Field for installation of an air surveillance radar and unit. Great Falls International is the only other air carrier airport in Montana provided with air surveillance capability.

Logan Field and Manager Robert Scarborough are to be congratulated in being selected as "Airport of the Month" for August, 1971, by AIRPORT WORLD magazine.

Townsend—The Townsend Airport Commission through a locally sponsored project has recently completed a runway seal project. The community is now anticipating painting centerline and shoulder stripes on the runway and will install a low intensity lighting system as soon as the materials arrive. Please check with

NOTOMS for possible open trenches on the runway shoulders.

Butte—The Silverbow County Airport Commission has awarded the runway and taxiway overlay project to McATEE and HEATHE Construction Company of Spokane, Washington, in the amount of \$379,241. It is anticipated that crack sealing will be accomplished yet this fall and that the overlay project will be started in April or May of 1972. Morrison and Maierle Consulting Engineers of Helena designed the project and will be in charge of quality control and construction supervision.

A four-stall maintenance equipment garage on Silverbow County Airport is being constructed by CMC Construction Company of Butte who received the contract in the amount of \$20,300. The garage will house Butte's snow removal equipment and their fire-truck. The contract is to be completed yet this construction season.

Glendive—The Federal Aviation Administration has installed a limited remote communications outlet "LR-CO" to serve the Glendive Airport. Call Miles City radio on 122.2 stating that you are "listening Glendive" or "listening 122.2."

Anaconda—The Anaconda City-County Airport Board has opened bids on the construction of a 3,600 foot by 120 foot turf-crosswind runway and 7,700 lineal feet of perimeter fencing. The apparent low bidder is Lee Reynolds Construction of Helena, Montana, with a bid of \$26,401. The project is now awaiting approval by the Federal Aviation Administration.

Kalispell—The Flathead County Airport Commission is anticipating going to contract for a runway extension and taxiway construction on Glacier Park International Airport yet this construction season. Morrison and Maierle, Consulting Engineers of Helena, are presently completing the plans and specifications for a 1,000 foot runway extension and 8,000 feet of parallel taxiway. This project will allow Glacier Park International Airport to be classified as a jet carrier facility.

Letters to the Editor

Editor, *Montana and the Sky*
Box 1698
Helena, Montana 59601
Dear Sir:

On behalf of all the Officers and Directors of the **National Pilots Association**, I'd like to extend to all Montana pilots a sincere opportunity to join NPA's Officers, Directors, and distinguished guests at our fall **Holiday Fly-In Convention**, scheduled **October 1-3 at Sun Valley, Idaho**.

John Baker, FAA's recently appointed Associate Administrator for General Aviation Affairs—the government's top man in these matters—will be with us as guest of honor and principal speaker at the Saturday night's wind-up Grand Banquet. John and members of his staff will be flying from Washington to meet with

pilots from all over the Northwest, gathered for this NPA-sponsored weekend of fun and hangar flying.

In a repeat of last year's most successful event at this same beautiful resort, there again will be a special no-charge flight and ground training program on Wilderness and Bush Flying Techniques. For those participating this will include breakfast flights into some of Idaho's most magnificent primitive areas.

NPA would like to invite all pilots, non-members as well as members, to attend the Fly-In; and those interested in more information or reservations should write to NPA, 806 15th Street, N.W., Washington, D.C. 20005.

Sincerely,
William H. Otley
Executive Director

STATISTICS

Will your **first** accident be on the last day of your life?

61/37
65/22
78/18
69/18
56/19
57/31
68/19
41/6

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 Total	57	31
1970 Total	68	19
1971 To-Date	41	6

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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Sept. , 1971